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Approved For Release 2003/01/24 : CIA-RDP63-00313A000600100091-5

IDEA-0866-62
21 August 1962
Copy 5 of 6

MEMORANDUM FOR: Joint Reconnaissance Center, Colonel Stakely

SUBJECT : Naval Support Requested During Cuba U-2 Missions

1. To insure this Agency is provided naval support during Cuba U-2 missions I believe it is appropriate to restate existing procedures and discuss areas that may require additional action or confirmation.

2. At this time the following information is furnished CINCLANT not later than 30 hours prior to initial penetration via [] message:

- a. Emergency call sign.
- b. Inbound and outbound times crossing 85W.

3. The emergency call sign is furnished Commander, Naval Base, Key West, [] Through prior arrangements this call also verified that the U-2 will be operating in the Cuba area.

4. It is most important that the Commander, Naval Base, Guantanamo be furnished sufficient information in order that he can provide the following support in the event an emergency landing is required at his station:

a. Provide fighter aircraft on condition TWO alert for escort in the event an emergency landing is attempted or a ditching or bailout in the vicinity of Guantanamo is necessary. Pilots should be briefed to escort U-2 aircraft from coast out point to Guantanamo. No penetration of Cuba by fighter aircraft authorized.

(1) Pilot will be briefed to transmit MAYDAY and assigned emergency call sign []

[] stating position, heading, intentions, and request aid desired.

Navy has no objection to declassification and release.

This document contains information referring to Project IDEALIST

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Navy review(s) completed.

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(2) If an emergency landing is attempted at Guantanamo the pilot will approach from the south through the established corridor.

(3) In the event the aircraft is forced down from high altitude the pilot is briefed that he can expect fighter cover after coast out point from approximately 40,000 ft to surface, if such aid is requested.

(4) Under normal conditions, the U-2 can glide to several bases around Cuba; therefore, Guantanamo is to be used only as a last resort alternative.

5. If an emergency landing is made at either Guantanamo or Key West the aircraft should be placed under guard and under cover if possible and the pilot should be provided assistance to notify his briefed contacts. If the pilot is injured and is unable to contact Project Headquarters, the station Commander should notify CINCLANT to pass the data to OPCEN, **EMERGENCY PRECEDENCE**. The mission may be identified in message traffic by the emergency call sign or the tail number of the aircraft.

6. In the event the U-2 is forced to make an emergency landing at Guantanamo EAS, in the vicinity of Guantanamo; Key West or vicinity; or if a MAYDAY is received by Key West or Guantanamo from the U-2 the first notification of such an incident should be made to Project Headquarters Operational Control Center (OPCEN) by calling Washington D.C.,

25X1 [REDACTED] If Guantanamo is unable to call directly it is requested the information be passed to Commander, Naval Base, Key West by Single Side Band Radio Communications and Key West relay by phone to OPCEN in Washington. The aircraft side number or call sign should be used without identifying aircraft type.

7. The cover story for an emergency at Key West or Guantanamo involving a U-2 is covered in "DTG" of _____ August 1962.

8. Confirmation of this request is desired in order that allied Agency actions can reflect these procedures.

This document contains information
referring to Project **IDEALIST**

FOR THE DEPUTY DIRECTOR (RESEARCH)
SIGNED

BY: _____
JAMES A. CUMMINGHAM, JR.

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